



Revised 9/6/07 – Item No. 7 to be rescheduled.

Revised 9/11/07 – Study Session to start at 6 p.m.; Tigard's Birthday Reception at 7 p.m.

TIGARD CITY COUNCIL AND
LOCAL CONTRACT REVIEW
BOARD MEETING

SEPTEMBER 11, 2007 6:00 p.m.

TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223



PUBLIC NOTICE:

Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Citizen Communication items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are estimated; it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. Business agenda items can be heard in any order after 7:30 p.m.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL MEETING
SEPTEMBER 11, 2007

6:00 PM

- STUDY SESSION

- > Tour of Police Holding Facility
- > Update of the August 21, 2007, Workshop Meeting
- > Update on the Citywide Survey
- > Update on the 74th Avenue/Bonita Medians

- EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:00 PM – Reception – City of Tigard’s 46th Birthday

7:30 PM

1. BUSINESS MEETING

- 1.1 Call to Order - City Council & Local Contract Review Board
- 1.2 Roll Call
- 1.3 Pledge of Allegiance
- 1.4 Council Communications & Liaison Reports
- 1.5 Call to Council and Staff for Non-Agenda Items

2. PROCLAMATIONS: CONSTITUTION WEEK
Mayor Dirksen

3. CITIZEN COMMUNICATION (Two Minutes or Less, Please)
 - Tigard High School Student Envoy Megan Foltz
 - Follow-up to Previous Citizen Communication

4. CONSENT AGENDA: These items are considered to be routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to:

4.1 Approve Council Minutes for July 17 and 24, 2007

4.2 Receive and File:

a. Council Calendar

b. Tentative Agenda

4.3 Support the Downtown Design Regulation Project and an Application for Smart Development Code Assistance from the Oregon Transportation and Growth Management Program – Resolution No. 07-_____

4.4 Approve a Merit Pay Adjustment for the City Manager

4.5 Local Contract Review Board:

a. Award the Contract for Hearings Officer Services to Joe Turner, Esq., AICP and Authorize the City Manager to Complete All Necessary Steps to Execute the Contract

- Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council has voted on those items which do not need discussion.

5. TIGARD'S 46TH BIRTHDAY REMARKS

- Mayor Dirksen

6. TIGARD-TRIMET ANNUAL PROGRESS REPORT, 2007

- Staff Introduction: Community Development Department
- Progress Report: TriMet General Manager Fred Hansen

Councilor Hosticka asked for this item to be postponed. It is tentatively scheduled for the Council Business meeting of September 25, 2007.

7. ~~METRO'S "NEW LOOK AT REGIONAL CHOICES"~~

- ~~• Staff Introduction: Community Development Department~~
- ~~• Update: Metro Councilor Carl Hosticka~~

8. ANNUAL POLICE REPORT

- Staff Report: Police Department
9. PORT MOODY TRIP DEBRIEFING
 - Staff Report: Community Development Department
 10. COUNCIL LIAISON REPORTS
 11. NON AGENDA ITEMS
 12. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
 13. ADJOURNMENT

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MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Liz Newton, Assistant City Manager *LJN*

RE: Community Attitudes Survey

DATE: August 31, 2007

As you know, the 2007-08 adopted budget includes \$25,000 to conduct a statistically valid Community Attitudes Survey. When the survey focusing on the Comprehensive Plan was conducted in 2006, Council decided the information gained from conducting a survey every other year could provide important information on citizen's attitudes about Tigard as a place to live.

It's important to note that the Community Attitudes Survey is not a customer satisfaction survey on specific service delivery interactions, but rather it is designed to gauge respondent's views on what constitutes a Complete Community. Generally, the same questions will be asked in each survey. There will be opportunities on each survey to ask a couple of questions on current issues.

A draft of the survey question topics for the upcoming survey is attached. For purposes of discussion with the Council and consultant, the survey question topics are organized around the pillars of a Complete Community that the City Manager introduced to City Council on August 28, 2007. Once a survey consultant is selected, the final questions and survey instrument will be developed.

At the September 11 City Council Study Session staff is interested in Council member's suggestions for topics that should be included in the survey. In addition, Tom Coffee and I will work through the RFQ and selection process and drafting the questions with the consultant. City Council may choose to appoint a member to work with Tom and me.

Staff hopes to schedule a discussion with Council, the consultant and staff at the September 25, 2007 Study Session.

2007 Tigard Community Attitudes Survey

DRAFT # 3

Overall

1. How satisfied are you with Tigard as a place to live?
 - a. Very Satisfied
 - b. Somewhat Satisfied
 - c. Somewhat Unsatisfied
 - d. Very Unsatisfied
2. What are the most important (elements/characteristics/qualities?) of a (complete/livable/healthy/viable?) community?
 - a. Safe
 - b. Economic vitality
 - c. Informed, involved citizens
 - d. Leisure & cultural amenities
 - e. Community identity, sense of place
 - f. Neighborhood character
 - g. Well maintained infrastructure
 - h. Environmental Focus

Safety

3. How safe do you feel?
 - a. Walking alone in business areas after dark? Very Safe, Reasonably Safe, Somewhat Safe, Very Unsafe, Don't Know
 - b. Walking alone in business areas during the day? Very Safe, Reasonably Safe, Somewhat Safe, Very Unsafe, Don't Know
 - c. Walking alone in your neighborhood after dark? Very Safe, Reasonably Safe, Somewhat Safe, Very Unsafe, Don't Know
 - d. Walking alone in your neighborhood during the day? Very Safe, Reasonably Safe, Somewhat Safe, Very Unsafe, Don't Know

Economic Vitality

4. Do you stay in Tigard to access the following services?
 - a. Shopping
 - b. Restaurants
 - c. Medical/dental
 - d. Entertainment
5. Is your employment (part time or full time in the home or outside the home) in the city of Tigard?
6. What amenities would you like to see offered in Tigard's downtown?
 - a. Farmers' market
 - b. Outdoor concerts/events
 - c. Performing arts center

Education/Participation/Involvement

7. How do you get information about the city?

- a. Tigard Times
- b. Noticias en Espanol
- c. Oregonian
- d. El Hispanico
- e. County Newsletters
- f. Word-of-mouth/Neighbors
- g. Internet/web
- h. Public Access TV
- i. TV News
- j. Cityscape Newsletter
- k. Through Volunteer Activities
- l. Community Connector
- m. Church
- n. School
- o. Other

8. Do you participate in any of the following:

- a. Attend City Council meetings
- b. Volunteer for city events or activities
- c. Attend public meetings/open houses on items of interest
- d. Neighborhood Watch
- e. National Night Out
- f. Senior Center
- g. Attend Community Events
- h. CERT Training

Leisure/Cultural Amenities

9. Are your interests for leisure/cultural activities met in the City of Tigard?

10. If no, what activities/programs are of interest to you?

11. Have you or a member of your household done any of the following in the past year:

- a. Visited City Library
- b. Visited City Parks
- c. Attended Broadway Rose productions
- d. Participated in organized youth sports
- e. Attended 4th of July celebration
- f. Attended the Balloon Festival
- g. Attended the Family Fest
- h. Participated in adult sports leagues

12. What recreation program(s)/activity(ies) would you like to see provided that are not currently available in the city?

13. Would you be willing to pay more taxes to fund recreation programs/activities?

14. If yes, how much per year? (list \$ choices)

15. Would you be willing to pay more taxes to purchase more parks and open space?

16. If yes, how much? (list \$ choices)

Community Identity

17. How do you define the City of Tigard's identity?

Environment

18. On a scale of (1 – 5?) how important are the following to you?

- Tree protection
- Preserving open spaces
- Stream corridors
- Planning for future development

19. How important are the following characteristics to the livability of Tigard's residential neighborhoods, on a 10-point scale, where one means "not at all important" and ten means "extremely important"?

	1- Not at all important										10- Extremely important
Neighborhood parks within a ½ mile of home	1	2	3	4	5	6	7	8	9	10	99- DK
Variety of housing types (single-family, townhouses, apartments)	1	2	3	4	5	6	7	8	9	10	99- DK
Pedestrian and bike paths	1	2	3	4	5	6	7	8	9	10	99- DK
The level of neighborhood traffic	1	2	3	4	5	6	7	8	9	10	99- DK
Compatibility between existing and new development	1	2	3	4	5	6	7	8	9	10	99- DK
Neighborhood commercial services within 5 minute walk from your house	1	2	3	4	5	6	7	8	9	10	99- DK
Maintaining existing lot sizes within established neighborhoods	1	2	3	4	5	6	7	8	9	10	99- DK
Protection of trees and natural resource areas	1	2	3	4	5	6	7	8	9	10	99- DK
Bus service	1	2	3	4	5	6	7	8	9	10	99- DK
Strengthening regulations to improve the appearance of the community.	1	2	3	4	5	6	7	8	9	10	99- DK

20. As more people move to the region, do you believe the City should promote growth, accommodate growth, or attempt to limit growth?

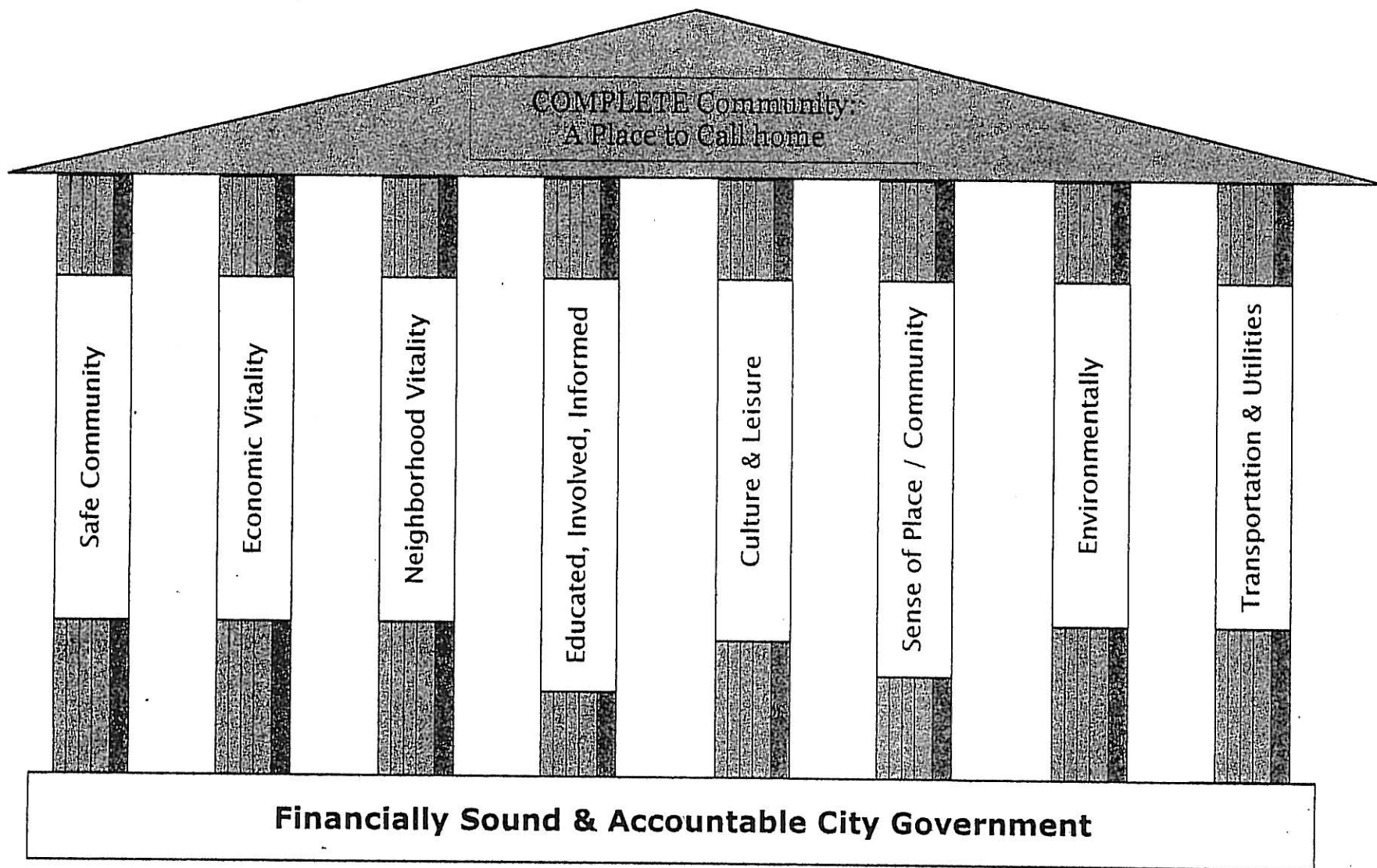
Promote	-1
Accommodate	-2
Limit	-3
Don't Know	-4

Infrastructure

- How satisfied are you with the following city services? (i.e. street maintenance, water, storm maintenance, parks maintenance)
- Question on paying for services (tax capacity)
- As the City focuses on making a decision on a long term water source, which of the following criteria most important to you? (Choose one)
 - Taste/Appearance
 - Cost on my bill
 - Source (Such as: Bull Run, Trask River, Clackamas or Willamette River (Wilsonville))

Neighborhoods

- What do you think is the most effective way to resolve neighborhood issues?
 - Mediation/Dispute Resolution Process
 - Call City Hall
 - Contact affected party directly
 - Contact City Council member
 - Council meeting – Citizen Communication
 - Contact Code Enforcement
 - Home Owners Association



PROCLAMATION

Constitution Week

WHEREAS, September 17, 2007, marks the two-hundred-twentieth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebration which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

NOW THEREFORE BE IT RESOLVED THAT I, Craig Dirksen, Mayor of the City of Tigard, Oregon, do hereby proclaim the week of September 17 through 23, 2007 as

Constitution Week

in Tigard, Oregon and encourage all citizens to reaffirm the ideals of the Constitution by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties.

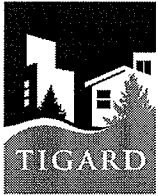
Dated this _____ day of _____, 2007.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Tigard to be affixed.

Craig E. Dirksen, Mayor
City of Tigard

Attest:

City Recorder



Agenda Item No. 4.1
For Agenda of 9.11.07

TIGARD CITY COUNCIL MEETING
Meeting Minutes
July 17, 2007

Mayor Dirksen called the meeting to order at 7:01 p.m.

Roll Call

Tigard City Council present:

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Mayor Dirksen	✓	
Council President Sherwood	✓	
Councilor Buehner	✓	
Councilor Wilson	✓	
Councilor Woodruff	✓	

Lake Oswego City Council present:

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Mayor Hammerstad	✓	
Council President McPeak	✓	
Councilor Groznik		✓
Councilor Hennagin	✓	
Councilor Jordan	✓	
Councilor Johnson	✓	
Councilor Turchi	✓	

Tigard Intergovernmental Water Board present:

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Chair Scheiderich	✓	
Vice Chair Carroll	✓	
Board Member Winn	✓	
Board Alternate Henschel	✓	

Tigard staff present: City Manager Prosser, Public Works Director Koellermeier, Water Quality Supervisor Goodrich, City Recorder Wheatley.

Lake Oswego staff present: City Manager Schmitz, City Engineer Komarek, Community Development Director Lashbook, City Attorney Powell.

Special City Council
Meeting Minutes – July 17, 2007

Also present: Consultant Knudson of Carollo Engineers

Staff introduction: Public Works Director Koellermeier overviewed the purpose of this special meeting, which was to hear a presentation from Consultant Knudson regarding the Lake Oswego Expansion and Water Partnership. The staff report outlining key facts and an information summary is on file in the City Recorder's office.

In June 2006, the Cities of Tigard and Lake Oswego funded a study to determine the technical, financial, and political feasibility of a water partnership. The focus of the discussion at this special meeting was on the Lake Oswego Expansion and Water Partnership. However, the City of Tigard and the Intergovernmental Water Board are also evaluating other potential water supplies including the Tualatin Basin Water Supply Project and development of Tigard-owned water rights associated with the Willamette River Treatment and Transmission Improvement Project.

City Engineer Komarek also made some introductory remarks and advised that Consultant Knudson would be reviewing the project objectives for the study.

Consultant Knudson reviewed a PowerPoint presentation; copies of the slides are on file in the City Recorder's office.

Consultant Knudson, in response to an observation and inquiry from Council President McPeak during a review of capital costs and timing of the initial supply scenarios, explained how financial estimates were calculated to reflect future cost escalation and the resultant affect to water rates.

During the review of the influence of conservation on cost and timing of a Lake Oswego only expansion Consultant Knudson responded to a question from Councilor Johnson and advised conservation measures must be ramped up over time.

Other points reviewed included:

- How the study considered population growth.
- The study did not consider the possibility of adjusting the Tigard Water District or the Tualatin Valley Water District boundaries
- The study pointed to the importance of determining the timing of when and how much improvements should be made to the water system
- Consultant Knudson affirmed that conservation does help delay the need for expansion, but there is a need to start conservation efforts now. There is the potential to "buy about an extra eight years" to plan and make financial decisions on a system expansion.
- The overall cost scenarios are based on the amount of water used over the course of a year (not just peak water use time periods).
- A review of water rights shows that Lake Oswego is ranked 6th among jurisdictions for senior water rights of 32 mgd since 1967. Lake Oswego also is ranked 12th for 6

mgd in a junior water right. Water rights under House Bill 3038 shifted significantly. This Bill sets a new standard requiring “persistence” of fish species and applies to undeveloped portions of existing permits to satisfy new instream flows. Extensions of water rights must satisfy new criteria. The City of Lake Oswego along with other Clackamas Basin Water users contracted with Portland State University to create an extensive modeling to estimate what would happen under different demand and supply scenarios. Lake Oswego’s existing water rights are of relatively high priority as compared to other municipal users.

- Financial questions were reviewed. Consultant Knudson, in response to the question of “What is the best deal for Lake Oswego?” concluded it would be a partnership with Tigard for 38 mgd. The best deal for Tigard is dependant on how the Portland and Willamette options proceed; however, a partnership with Lake Oswego would result in lower future rates as compared to any other option.
- Financial benefits were reviewed: Lake Oswego would realize reduced capital cost, reduced equivalent annual cost, lower future rate increases, and reduced financial risk from consideration. Tigard would gain ownership of a long-term water supply and realize lower rates.
- The next steps recommended were to:
 - o Proceed with development of the draft partnership agreement for the Joint Water Supply project.
 - o Initiate a public outreach program.

After the PowerPoint presentation by the consultant, Tigard Mayor Dirksen opened the floor to discussion.

Lake Oswego Mayor Hammerstad posed the question that based on the information available at this time, are we comfortable in taking the next step? Or, should the assumptions be questioned to the point where the process should be started again?

Lake Oswego Council President McPeak responded that a fair amount of study has been done on this issue and she hoped to keep moving. The assumptions have brought her to a fairly clear choice among the alternatives; however, this is not the whole story. She pointed out there is a timing issue as well a lot of things that need to be discussed in a smaller sub-group.

Lake Oswego Councilor Johnson noted her concerns with regard to population projections including unincorporated areas. Lake Oswego City Engineer Komarek clarified assumptions for this study, which includes property in Lake Oswego’s southern service area boundary. If, in the future, this area is served by another water provider, then there would be additional water for other uses in the region. A partnership would provide a larger rate base to share capital costs.

Lake Oswego Councilor Hennagin noted earlier discussion about the benefit of an alternate water supply. He asked if this meant there would be a second line from the pump station to the water treatment or a second line parallel with the existing line. Lake Oswego City

Engineer Komarek replied: In this partnership scenario there is an opportunity to look at regional inter-connections not only between Lake Oswego and Tigard but for Lake Oswego and the Clackamas system, the Portland system, and the Willamette system – all of these sources could potentially be accessed through a transmission connection between Lake Oswego and Tigard. Therefore, those sources would literally be connected depending on other institutional arrangements or other interested parties who might be willing to participate in costs and even larger transmission mains could serve to bring water from alternate sources.

Lake Oswego Councilor Hennagin said he had already sat through the essence of tonight's presentation and based on the assumptions presented by Consultant Knudson, the clear-cut financial choice was to proceed with the partnership. He said he had not changed his mind; however, he agreed with Lake Oswego Mayor Hammerstad's statement that we are not in the position to challenge Consultant Knudson's assumptions. To challenge the assumptions would necessitate hiring another consultant to go through another year of study, which might reveal a different opinion. However, he doesn't think "we can afford the time." He said he came to this meeting with questions that were different than financial and some of those questions have been allayed with reference to water rights and whether other agencies (i.e., Damascus and Boring) have prior rights. In the future, water will become an increasingly rare resource accompanied by moral and philosophical implications, but these cannot be addressed at this point. Based on the presentation of the situation to date, he advised he would be shirking his responsibility as an elected official if he didn't agree to move ahead with the next steps based on what he has seen so far.

Lake Oswego Councilor Jordan noted there has been discussion that perhaps Lake Oswego's needs are not as urgent as Tigard's and to find ways to mitigate the need for Lake Oswego. It was also questioned whether we are pushing ahead just because Tigard's timeline is so tight. She said she thought there are definitely enough benefits for both cities, given the assumptions (if the assumptions are correct) that we need to explore this further. We want to put into effect conservation measures, which may actually impact the size of the system or the way that the system can affect Tigard. We won't know how much that conservation effort will reap for Lake Oswego until we get into it. There are definite reasons to move forward; it is a very positive step to share the water rights Lake Oswego has. She said she thinks they can do a good job in managing their current rights and while sharing with others responsibly.

Lake Oswego Councilor Turchi said an economy of scale has been demonstrated as well as an economy of sharing, which would be beneficial for both communities. He noted an obligation to continue to explore the partnership. He added he would be interested to find out how costs would be covered for additional capacity.

Intergovernmental Water Board Member Henschel advised he has been on the Tigard Water District Board for only two weeks. He said he would need a lot more background information. He has looked at the study and said it was interesting. He advised that many

of the other Tigard Water District board members are new and will need to be trained very quickly.

Tigard Public Works Director Koellermeier responded that conservation in the Tigard water service area would not impact the Tualatin River flows in Lake Oswego.

Intergovernmental Water Board Member Winn said he was very interested in retaining a relationship with Lake Oswego and the studies have confirmed his feelings.

Intergovernmental Water Board Member Carroll noted we are at the same point we were at ten years ago with the difference being that we now have the opportunity for an economically and politically feasible partnership. He said he supported continuing the process, noting that this is the closest we've gotten for a water source.

Intergovernmental Water Board Chair Scheiderich referred to a government study about to be undertaken for the future of Hagg Lake as well as the Wilsonville/Tualatin Valley Water District water situation. He said he thought the timeline for the Lake Oswego/Tigard option was too aggressive.

Tigard Councilor Wilson said he was uncomfortable with attempting to precisely predict demand 40 years from now. He said it was safe to say that Tigard and Lake Oswego will need more capacity fairly soon. He said he was also uncomfortable with attempting to predict capital improvements precisely since costs always seem to be higher than estimated. In response to his question about whether some of the capital construction could be done incrementally as needed, Consultant Knudson said some construction (i.e., underground pipes) cannot be done incrementally, but the treatment plant could be constructed in a modular fashion.

Tigard Councilor Woodruff said he has been a fan of this option since it first came on the table. While Tigard won't run out of water next year (we have a contract with Portland until 2016), he would feel better if additional water sources were identified. He said he was pleased that, so far, Lake Oswego is interested in proceeding with the next steps on this option.

Tigard Council President Sherwood noted this is the same option that was on the table 16 years ago and then it fell apart. She noted concern about legislative changes with reference to water rights that are not used. She supported coming together with work groups and establishing a timeline.

Tigard Councilor Buehner referred to her service on the Tigard Water Board and reviewed options that had been explored in the past. She urged addressing this issue as quickly as possible with a final decision made within the next 18 months on the Tigard/Lake Oswego partnership. She stated it would be foolish for either city not to go ahead as this is a good proposal. She said that Tigard needs to make a decision on Hagg Lake. Tigard cannot wait.

Lake Oswego Mayor Hammerstad suggested the formation of a subcommittee to look at a number of things including governance structure. She said she was uncomfortable with the timeline because the City of Lake Oswego has issues on an upcoming election that are unfriendly to the city. The timeline is almost overwhelming for Lake Oswego because of other issues they are addressing. She said it appears that this partnership would not be controversial since it looks as if it could be of benefit in the long run and represents a rational way to move forward. She said Lake Oswego would like more time to digest the material presented.

Tigard Mayor Dirksen said he was encouraged by what he heard tonight from the consultants, staff, and the representatives of the other jurisdictions. He said there is time to work through the issues and advised that additional time would give the opportunity to work some more on conservation efforts. Tigard does not need to have a water resource until 2016; therefore, the only thing that needs to move forward quickly is the political decision to commit to this path and then develop the partnership agreement. He agreed a task force should be appointed to discuss any "sticking points." The task force will report its findings to the City Councils.

Tigard Public Works Director Koellermeier said the working group needs to address decisions about how to guide the public outreach process. In response to a question from Tigard Public Works Director Koellermeier, Lake Oswego Councilor Hennagin and Tigard Mayor Dirksen agreed it would be a good idea for each City Council to jointly form the "charge" statement for the task force. There was agreement to create a task force with membership as follows:

- Lake Oswego Councilor Turchi
- Lake Oswego Council President McPeak
- Tigard Councilor Woodruff
- *Tigard Councilor Sherwood
- Intergovernmental Water Board Chair Scheiderich
- *Intergovernmental Water Board Member Buehner

**Recorder's Note: At the July 24, 2007, Tigard City Council meeting, Mayor Dirksen noted that three of the above individuals are Tigard City Council members: Woodruff, Sherwood and Buehner. This represents a quorum of the Tigard City Council and would also need to be noticed also as a Tigard City Council meeting. Councilor Sherwood has agreed that she would not serve on this Task Force.*

Councilor Woodruff requested that staff review the timeline to determine if there is some flexibility to move the deadline out a few months. Public Works Director Koellermeier advised that the staff members would review the timeline as requested.

Meeting adjourned at 9:12 p.m.

Attest:

Catherine Wheatley, City Recorder

Mayor, City of Tigard

Date:_____



Agenda Item No. 4.1
For Agenda of 9.11.07

TIGARD CITY COUNCIL AND CITY CENTER DEVELOPMENT AGENCY
Meeting Minutes
July 24, 2007

Mayor Dirksen called the meeting to order at 6:30 p.m.

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Mayor Dirksen	✓	
Councilor President Sherwood	✓	
Councilor Buehner	✓	
Councilor Wilson	✓	
Councilor Woodruff	✓	

• STUDY SESSION

› Discuss City Manager Review Process

Human Resources Director Zodrow and the City Council discussed how the review will be conducted for the annual review of the City Manager. After discussion the City Council members agreed to follow the same format as last year and the rating system will be the same. City Council members also agreed that they would not ask the City Manager for a self-assessment unless he wanted to do so. Human Resources Director Zodrow will collate the data from the City Council and the Executive Staff.

The City Council will conduct the review on August 28, 2007. After the review the City Council will then evaluate compensation for the City Manager. Human Resources Director Zodrow will provide the City Council with comparables, including benefits for the Council's review.

› Briefing on Proposed Intergovernmental Agreement with Metro to provide Police Department Support to Enforce Metro Illegal Disposal Ordinance – Police Department

Police Chief Dickinson reviewed this matter with the City Council. The proposal is for an intergovernmental agreement between the City of Tigard and Metro to assign a police officer for the enforcement of Metro's code and regulations with regard to solid waste flow control and management, including illegal dumping. The City will be fully reimbursed for the services provided by the additional position as well as charging a 10 percent overhead

fee to recover administrative costs. This is the same rate the City receives under the TriMet Intergovernmental Agreement. Mayor Dirksen noted this would help overall because this position would mean that Tigard would have an additional resource if needed. The staff report describing this proposal in more detail is on file in the City Recorder's office.

After discussion the Council members agreed that the Police Department should proceed with establishing this Intergovernmental Agreement. Staff plans to submit this item for Council approval on its August 14, 2007, Consent Agenda.

- **EXECUTIVE SESSION:** The Tigard City Council went into Executive Session at 6:54 p.m. to discuss exempt public records and pending litigation under ORS 192.660 (2) (f) and (h).

Executive Session concluded at 7:25 p.m.

1. **BUSINESS MEETING**

- 1.1 Mayor Dirksen called the City Council & Local Contract Review Board to order at 7:37 p.m.

- 1.2 Roll Call: City Council & Local Contract Review Board

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Mayor Dirksen	✓	
Councilor President Sherwood	✓	
Councilor Buehner	✓	
Councilor Wilson	✓	
Councilor Woodruff	✓	

- 1.3 Pledge of Allegiance

- 1.4 Council Communications & Liaison Reports

Mayor Dirksen reported there is potential for a future Major Streets Transportation Improvement Plan bond measure. He advised will be bringing a report to the City Council at an upcoming meeting.

Councilor Buehner advised she would present a report on recent activity of the Intergovernmental Water Board at the end of the meeting (See Item No. 9).

- 1.5 Call to Council and Staff for Non-Agenda Items: None.

2. CITIZEN COMMUNICATION

- ♦ John Frewing, 7110 SW Lola Lane, Tigard, Oregon reviewed photographs with the City Council of construction activity on Ash Creek Estates. Copies of the photographs are on file in the City Recorder's office. Mr. Frewing alleged that a number of the conditions of approval were being violated, including the following:

- Tree protection fencing moved.
- Excavation in close proximity to trees that are to be preserved.
- Sediment barrier fence is broken.
- Tree protection zone sign was moved.
- Heavy equipment working in close proximity to trees that are to be preserved.

Mr. Frewing asked Council to direct staff to "forcefully" review the conditions of approval. Mayor Dirksen advised staff has been asked to review and will follow up. Councilor Buehner advised she drove by this area earlier today and noted the fence was rolled back and dirt had been moved.

- ♦ Tigard Chamber of Commerce President Marjorie Meeks reviewed upcoming events for the Chamber including Chamber of Commerce week, which is the first week in October. In November there will be a "Celebration of Tigard" and a membership event.

3. CONSENT AGENDA: Mayor Dirksen reviewed the Consent Agenda:

- 3.1 Receive and File: Fifth Tuesday Meeting Minutes from May 29, 2007.
- 3.2 Amend Resolution No. 01-02 Governing the Membership Composition of the Tree Board - Resolution No. 07-46

A RESOLUTION TO AMEND COUNCIL RESOLUTION NO. 01-02
GOVERNING THE MEMBERSHIP COMPOSITION OF THE TIGARD
TREE BOARD

- 3.3 Approve Resolution Resolving to Pay Metro Mapping Fees Associated with New Annexations – Resolution No. 07-47

A RESOLUTION AMENDING RESOLUTION NO. 07-13 TO EXPAND
THE INCENTIVES FOR VOLUNTARY ANNEXATION OF
UNINCORPORATED LANDS TO THE MUNICIPAL CITY LIMITS TO
INCLUDE CITY PAYMENT OF THE METRO MAPPING/FILING FEE

- 3.4 Approve Resolution Adopting Council Groundrules Changes - Resolution No. 07-48

A RESOLUTION AMENDING THE COUNCIL GROUND RULES
(EXHIBIT A) AND SUPERSEDING RESOLUTION 06-51

- 3.5 Approve Resolution for Adopting Budget Amendment #4 to the FY 2007-08 Budget Increasing Appropriations by \$1,049 in the Social Services/Community Events Budget Within the Community Services Program to Reflect the Cost Associated with Providing Insurance for the 41st Brigade Homecoming Parade Scheduled for August 4, 2007- Resolution No. 07-49

A RESOLUTION APPROVING BUDGET AMENDMENT #4 TO THE
FY 2007-08 BUDGET TO INCREASE APPROPRIATIONS IN THE
SOCIAL SERVICES/COMMUNITY EVENTS BUDGET WITHIN THE
COMMUNITY SERVICES PROGRAM FOR ONE-TIME ADDITIONAL
FUNDING FOR THE 41ST BRIGADE HOMECOMING PARADE

Motion by Councilor Wilson, seconded by Councilor Sherwood, to adopt the Consent Agenda.

The motion was approved by a unanimous vote of Council present.

Mayor Dirksen	Yes
Councilor Buehner	Yes
Councilor Sherwood	Yes
Councilor Wilson	Yes
Councilor Woodruff	Yes

4. RECEIVE PRESENTATION BY WASHINGTON COUNTY DISABILITY, AGING AND VETERAN SERVICES TITLED, IS TIGARD A GOOD PLACE TO GROW OLD?

Risk Manager Mills introduced Mr. Rod Branyan, Washington County Disability, Aging and Veteran Services (DAVS) Human Services Division Manager. Mr. Branyan presented a PowerPoint presentation to the City Council. A copy of this presentation, along with a copy of Mr. Branyan's talking points is on file in the City Recorder's office.

DAVS provides services to Tigard residents who are seniors, veterans and people with disabilities. There will be a growing need for services from DAVS because of the trend towards an aging community. In 2005, one in eight Oregonians was 65 or older; by 2030, one in five Oregonians will be 65 or older. This is significant because the older we get, the more likely we will need services and assistance.

DAVS is developing a five-year strategic plan with Tigard participating through Loaves and Fishes/Tigard Senior Center.

Mr. Branyan reviewed a recent survey issued by DAVS, called "Is Your Community a Good Place to Grow Old?" DAVS will use the results as they plan future services and funding needs.

Councilor Sherwood commented that one of the first challenges is to create affordable housing, noting the disproportionate share of people over age 55 who are homeless. She noted the need for everyone to work to find affordable housing for seniors.

Councilor Wilson said he appreciated Mr. Branyan's presentation. He noted Tigard's efforts toward a more walkable community through addition of sidewalks; also, Tigard officials have been working to see that better transit options are offered to the community. He noted the needs for seniors as they look for homes designed that are barrier free and how the market demand will change in the future.

Councilor Buehner observed plans should be made to support those who will have to continue to work because they do not have adequate pension or retirement plans. She spoke to the reality of age discrimination. Mr. Branyan acknowledged that seniors will be working longer because they will have a financial need to do so.

Councilor Woodruff noted he will be interested to see the results of the survey. He noted the benefit of establishing a relationship with Mr. Branyan's organization so we can work together for the benefit of Tigard citizens. Mr. Branyan noted additional funding for services is expected and Councilor Woodruff commented that where there is discretion, the City of Tigard would like an opportunity to weigh-in on how to prioritize expenditures.

Mayor Dirksen noted that AARP rated the Portland area as among the top ten places in the nation to grow old, so it appears we are starting out on the right step and said he suspects this ranking might be because we are already looking at the issues for older citizens.

- > At this point in the meeting Mayor Dirksen advised that during his review of the Consent Agenda, he failed to mention that the City will be providing insurance for the 41st Brigade Homecoming Parade Scheduled for August 4, 2007.

5. RECEIVE LEGISLATIVE BRIEFING FROM SENATOR GINNY BURDICK AND REPRESENTATIVE LARRY GALIZIO

Highlights of the briefing from Senator Burdick and Representative Galizio included the following:

- The 2007 Legislative Session concluded on June 28, 2007.
- There was bipartisanship cooperation on most issues.

- Efforts to “fix” Measure 37 were reviewed. The Legislature decided to propose an alternative ballot measure for voters to consider in November.
- Other major bills included gun safety, non-discrimination, and additional no-smoking regulations.
- Decision on whether to increase the cigarette tax will be referred to the voters.
- Reviewed the corporate minimum tax; there is a need for infrastructure and the old tax structure is problematic.
- A special Legislative Session is scheduled for February 2008.
- Consumer protection legislation (identify theft) was adopted.
- Affordable housing funding through a raise in recording fees was not adopted. This might be addressed again in February.
- Council members requested legislators’ attention and assistance with transportation issues in Tigard; especially, easing congestion on Highway 99W.
- Transportation issues did not get addressed during the session. There is a possibility that this will be addressed in February.
- Mayor Dirksen thanked Senator Burdick and Hillsboro Mayor Hughes for their assistance with the prevailing wage law outcome as it related to urban renewal.

Recorder’s Note: Mayor Dirksen and the City Council agreed to move the public hearings for the Sanitary Sewer Reimbursements (Agenda Item Nos. 7 and 8 before adjourning into the City Center Development Agency meeting; Agenda Item No. 8 was heard first.)

City Council meeting adjourned at 9:29 p.m.

City Center Development Agency meeting was called to order at 9:29 p.m. by Chair Dirksen.

• Roll Call: Chair and Board Members of CCDA		
<u>Name</u>	<u>Present</u>	<u>Absent</u>
Chair Dirksen	✓	
Director Buehner	✓	
Director Sherwood	✓	
Director Wilson	✓	
Director Woodruff	✓	

6. REVIEW OF DOWNTOWN PLAZA LOCATION ALTERNATIVES

- Senior Planner Nachbar introduced this agenda item noting there will be a presentation by consultants Walker Macy in conjunction with Leland Associates. They will discuss the Plaza location study. Additional background

information is on file in the City Recorder's office. He noted it was not expected that the City Center Development Agency would make a final decision or select a location for a Plaza. The process is moving deliberately and slowly to allow a variety of points of view to be considered and to give people time to absorb the information and deliberate at different meetings.

The Fanno Creek Steering Committee and the City Center Advisory Commission will report their recommendations to the City Council at a later date.

Present for Walker Macy: Mike Zilas and Laura Herbon. Present for Leland Associates: Chris Zahas.

Ms. Herbon and Mr. Zilas presented information in a PowerPoint presentation. The PowerPoint presentation overview is on file in the City Recorder's office.

Four sites remained on the list of potential plaza sites:

1. Liquor store site (southeast corner of Main Street/Burnham Street).
2. Dolan Property on Burnham Street (directly east of the Liquor Store site)
3. Stevens Marine, Inc. site (east of Dolan property on Burnham Street)
4. Car Wash site located at the intersection of Main Street and Burnham Street.

Ms. Herbon reviewed how the sites were selected and how potential sites were narrowed down to the four now under review.

Mr. Zilas discussed the findings with the connection between the downtown and the park and determining the character and quality of those uses. As he reviewed the PowerPoint maps with the City Center Development Agency, he described the potential of knitting the park resource with the downtown and this future Plaza, and the development of a District Plan. Proposed street grid systems were shown that could be extended through the redevelopment area that would add vitality and redevelopment potential to activate public areas and redevelopment of other sites.

Mr. Zahas commented on how they had woven in some economic considerations into the Plaza Location Study. A key reason to place a Plaza in the downtown would be catalyze development projects; it is an economic development tool to attract adjacent development. Adjacent development then would also be a tool to activate and improve the vitality of a public plaza. Housing is likely the strongest opportunity for development in the

downtown area; retail is somewhat weaker, although there are relatively few vacancies on Main Street. Retail and office space development potential is limited. The Plaza should be considered as an added incentive to attract development; but the development needs to make some financial sense on its own. A development, therefore, requires visibility and access. The real consideration is whether the Plaza is in a location that will meet the fundamentals of the targeted types of land uses we want for the surrounding properties and will those uses draw and attract people to the downtown plaza.

Mr. Zahas reviewed existing conditions. In terms of housing, there is Main Street Village, which is one of Tigard's highest rent apartment complexes. This is an indicator that apartments are probably viable in the downtown today. There are also some older apartments in the downtown. He reviewed the retail uses now available in the downtown.

Mr. Zilas reviewed programming ideas:

- Gathering space
- Appropriately scaled entertainment venue
- Natural Amphitheater
- Structure/Shelter
- Farmer's Market
- Integration of Environment

The Steering Committee's suggestions included:

- Play Area
- Interactive Fountain
- Soft Space/Grass
- Events
 - Festivals
 - Carnivals

A wide variety of locations were considered for the Plaza. Mr. Zilas reviewed some desirable elements of a Plaza and after consideration, there were four primary sites. Additional documentation and mapping on these sites were reviewed and the City Center Development Agency received a handout of the four sites, which Mr. Zilas described in detail.

Director Buehner said she was uncomfortable with having the Plaza located on Main Street as she thought the focus was to have retail all along this street. She said it seems to make more sense to have the Plaza on Burnham so it can back up to the creek. Mr. Zilas said they have discussed this and there is value for both locations; if the Plaza is surrounded by buildings and

coffee shops, it would take on a vitality that can be synergistic with development.

Director Woodruff commented that it appears that many of the Committee members would prefer to tie the Plaza to the park. He said he likes Site 1 the best as long as there is a way to connect it to Main Street for visibility. He said it sounds as if there might be a willing seller for this property. Mr. Zilas said it would be important to continue discussions with the adjacent property owners also.

Director Sherwood said she also like Site 1 because there is a larger gathering space connected to the Plaza.

Director Wilson recalled a discussion a couple of years ago about the role of parks and stimulating retail development when there was a proposal to extend the park blocks in Portland. At that time, there was a position that retail needs to be next to retail because of the synergy it creates. He said he agrees with the other Directors that more buildings are needed along Main Street rather than open spaces. Director Wilson said it will be great to have outdoor spaces also. He noted it appears that in all of the four schemes, the Stevens Marine site is identified within (either a park or plaza). He said this illustrates the need for opening up Fanno Creek Park to a public street. Director Wilson referred to the Main Street Apartments, which were built about 15 years ago. They, at first were disappointed with the occupancy rate and decided to enhance the property with landscaping to make it more appealing. He said part of the problem is that these apartments are next to a natural area for which there is limited access. He noted it would be important to open up this amenity to Burnham Street and to have a gathering space there. He said it was larger than any of the sites under consideration elsewhere.

Director Wilson said he understands the need to pay for urban renewal through redevelopment, but said he would like to take a longer term view. Rather than trying to locate the Plaza where there already is something, he would like to see it located somewhere we envision things to be happening in the future. He said he would like to "pull" Main Street down some of the other streets and get some activity jumpstarted.

Director Wilson referred to areas that are required to be natural areas. He encouraged some push back on this. If the National Marine Fisheries and ODFW had their way downtown Portland, there would have been a 200-foot setback from the Willamette River into the north Macadam area. Also, if Clean Water Services had it their way, we would just put a fence around Fanno Creek with huge setbacks all the way from Scholls Ferry Road to the

Tualatin River. He suggested that we talk to agencies like this. This is a Town Center; there are a few places that we have designated for people and he thinks there might be concessions that could be found without harm to the creek. He noted his preference for Site 1.

In response to a question from Director Sherwood, Director Wilson noted that all of the activity downtown now is on Main Street. He said that we have a 150 acre urban renewal area and we are focusing too much on our best area. Although, we want to improve Main Street, he said he would like to see the whole 150 acres improve. Improving areas around Main Street, will also help Main Street.

Chair Dirksen said all the options are close, although none of them are exactly his vision. He said a combination of Site Nos. 1 and 5 come closer to the vision he had. He noted how he thinks the location would work to draw people in from Main Street. However, he said he did not think this Plaza can be everything for everybody. He suggested that we look at more public gathering spaces downtown. He noted his agreement with Director Wilson's comment that it would be dangerous to focus all the attention in one area. Chair Dirksen recommended that the Agency select two Plaza locations. Site No. 1 would be one site; it is connected to Main Street and would draw from there. He said there is a need for another Plaza that is not connected to a park, which is more of a hardscape area that is extremely visible and in the center of everything. He described as possible second location as the area immediately across Main Street from the commuter rail station, bounded by Commercial Street and over to the existing Chamber of Commerce building, extending underneath the 99W viaduct. This would provide a partial cover for use during inclement weather and would be visible from 99W. It could become a place of a lot of energy and draw attention to the downtown. He asked the Agency to consider the development of another public plaza.

Director Buehner recalled this had been discussed before. Mr. Zilas said this site had been reviewed. This is a different set of criteria than what they had been considering. In either case, this might be a great place for what the Chair describes; however, their recommendation is to look at programming. It will be challenge, in a town of this size, to make one Plaza viable with enough programming and activity. Mr. Zilas said the Agency should look at this very carefully before it moved ahead with two sites. Director Woodruff also noted the expense and, perhaps a second location could be a long-term goal.

After discussion, Chair Dirksen said he would bow to the professionals as to the order of projects. All development should be done looking to a long-

term view including the development of this Plaza, which may evolve and become something different such as performing arts center. If you plan now for a second Plaza, as the first Plaza is developed and the whole concept is considered, you would need to consider how these would affect each other.

Mr. Zilas commented how such planning could take place.

Director Buehner noted there is a building application in process for a new building at Site 1.

Chair Dirksen asked the Agency to direct the staff and consultant to consider the second site (as he described it) as an option.

Next steps were reviewed by Mr. Zilas. There will be a public open house on Saturday with this same information. The Steering Committee, in early August, will discuss this again and, ideally, will come forth with a recommendation.

In response to a question from Chair Dirksen, there was consensus among the City Center Development Agency board members that a second option, proposed by Chair Dirksen, be explored.

(Adjournment: See Item No. 10)

7. FINALIZE SANITARY SEWER REIMBURSEMENT DISTRICT NO. 40 (SW ANN STREET) – INFORMATIONAL PUBLIC HEARING
 - a. Mayor Dirksen opened the public hearing.
 - b. Declarations or Challenges: None.
 - c. City Engineer Duenas presented the staff report. The PowerPoint presentation overview is on file in the City Recorder's office. The District consists of nine lots. The project has been completed and sewer can be made available to the lots. He reviewed the costs of the project and the incentive program available to the property owners within the District. Councilor Buehner noted she was pleased that this project came in under the estimate.
 - d. Public testimony: None.
 - e. Staff Recommendation: Approve the finalization of the District.
 - f. Mayor Dirksen closed the public hearing.

- g. Council consideration: Resolution No. 07-51

Motion by Councilor Buehner, seconded by Councilor Woodruff, to adopt Resolution No. 07-51.

RESOLUTION NO. 07-50 – A RESOLUTION FINALIZING SEWER REIMBURSEMENT DISTRICT NO. 40 (SW ANN STREET) AND AMENDING THE PRELIMINARY CITY ENGINEER'S REPORT CONTAINED IN RESOLUTION NO. 07-12

The motion was approved by a unanimous vote of Council present.

Mayor Dirksen	Yes
Councilor Buehner	Yes
Councilor Wilson	Yes
Councilor Sherwood	Yes
Councilor Woodruff	Yes

8. FORMATION OF SANITARY SEWER REIMBURSEMENT DISTRICT NO. 44 (SW CHERRY STREET) – INFORMATIONAL PUBLIC HEARING

- a. Mayor Dirksen opened the public hearing.
- b. Declarations or Challenges: None.
- c. City Engineer Duenas presented the staff report. The PowerPoint presentation overview is on file in the City Recorder's office. There are 23 lots in the proposed district. The property owners are generally supportive of the project. Some of the owners requested that the sewer be installed in the rear of their lots. There are about four lots involved. City Engineer Duenas said those lots can be served from the street. The problem with installation of sewer at the rear is that over time it becomes a maintenance problem. Also there is a grove of trees along the rear of those lots. City Engineer Duenas continued to review the PowerPoint presentation, which included the estimate of the cost of the project, costs to be borne by those who connect to the sewer and a review of the incentive program to encourage early hook up to sewer. Staff intends that this project be constructed this fall.

In response to a question from Councilor Buehner, City Engineer Duenas reviewed the location of the four lots where rear service was being requested; if these properties develop, then it is likely they will have to pump when they connect to the sewer. He also reviewed the situation for the other lots within the District. City Engineer Duenas also noted staff was anticipating they would

encounter rock at about nine feet deep. He agreed that it would probably be worth it to explore going to the rear for the four properties. He suggested an option would be to form the District tonight with the understanding that these four properties would be deleted from the District. A separate district would be formed for those four properties.

In response to a question from Councilor Woodruff about whether the controversy about this District was only regarding the four lots, City Engineer Duenas said he believed so as the rest of the lots can be served more easily.

Councilor Wilson and City Engineer Duenas discussed how removal of the four properties would impact the cost of the District and the affect if would have on how much the remaining property owners would have to pay for their share of the project. There would be four less properties to share the costs but this would be offset by some amount (although not totally) because the sewer line would not need to be constructed as deep. There might be some blasting of rock although they would look for other means to get past the rock first.

Mayor Dirksen said he was concerned about the plan not allowing people to fully utilize their lots unless they pump the sewer. He said we would be best served if we came up with a plan that would do away with the need for pumping if there is an engineering solution to do it that way. Mayor Dirksen said he understood that one of the houses within the District has a failing septic system now. City Engineer Duenas confirmed that there is a failing system and that removing the four lots would not impact this property. Mayor Dirksen noted another concern that if the District is reduced by four lots and then those lots form their own District, how their share of the cost would be affected. City Engineer Duenas said he thought it would be easier to install the line; however, easements will be required. If property owners agree to dedicate the easements to the City, then the process could be expedited and the process for property purchase and appraisal would not be needed. Mayor Dirksen said it appears to make sense to separate these lots from the proposed District.

d. Public Testimony

- Martin Stewart, 7570 SW Cherry Drive, Tigard, OR 97223 and Pat Hermanson 7530 SW Cherry Drive, Tigard, OR 97223 offered testimony. Mr. Stewart noted his appreciation for the Council consideration for separating out the four lots. He noted how this would affect the cost on his property and how removing them from the proposed District would assist them now and if they decided to develop in the future. Mr. Martin distributed a map for the City Council's review. He also had submitted a letter, which was included in the City Council's packet materials. Ms. Hermanson also noted her concerns about needing to pump sewer and one property might have to cut into their driveway. City Engineer Duenas noted

how the incentive program would assist with the cost. Mr. Martin said he feared that the project would encounter a lot of rock thereby raising the costs.

Councilor Sherwood noted the value of adding sewers to properties and that the City wants to be as accommodating as possible. There was discussion about the estimate. She noted that City Engineer Duenas would not be able to give a good cost estimate tonight. City Engineer Duenas said staff could redesign the project, calculate a revised estimate and then send notices out to the property owners with this information. Councilor Sherwood said she would much rather be accommodating for these four lots if possible.

Mr. Greg Edwards, 7545 SW Cherry Drive, Tigard, Oregon, testified that it is projects like this that have created his need to move away. He said there was no reason why septic tanks should fail with proper maintenance. He noted the history of the lots when developed and how consideration was given for septic systems at the time. He referred to the amount of rock on his property and said he was sure that they will hit rock within two or three feet deep. He also noted how the City failed to serve their constituents when the Tech Center property was developed. With regard to the incentive program, Mr. Edwards asserted that this is taxpayer money – the City doesn't have any money. Councilor Wilson responded that this money comes from the sewer rate payers; i.e., those who are connected to the sewer.

City Engineer Duenas advised that septic systems have a finite life; there is a failing system within this area at this time.

- e. Staff Recommendation: City Engineer Duenas recommends that the City Council approve the formation of this district with the four lots deleted. Staff will explore forming a separate district. Staff will redesign the project. He requested that the City Council move ahead with the approval of the formation

of District. When the new design is complete and cost estimates calculated, this information will be provided to the property owners and the City Council.

After brief discussion, it was determined that once the revised Engineer's Report is available, there will be another public hearing for those affected. The City Council would proceed with forming the District with the direction to staff to reconsider the design based on the discussion by the City Council.

- f. Mayor Dirksen closed the public hearing.

h. Council Consideration: Resolution No. 07-50

Motion by Councilor Sherwood, seconded by Councilor Buehner, to adopt Resolution No. 07-50 as discussed tonight.

RESOLUTION NO. 07-51 – A RESOLUTION ESTABLISHING
SANITARY SEWER REIMBURSEMENT DISTRICT NO. 44 (SW CHERRY
DRIVE)

The motion was approved by a unanimous vote of Council present.

Mayor Dirksen	Yes
Councilor Buehner	Yes
Councilor Wilson	Yes
Councilor Sherwood	Yes
Councilor Woodruff	Yes

9. COUNCIL LIAISON REPORTS

Councilor Buehner advised that the Intergovernmental Water Board approved the two transfers of land for Canterbury and for the Water Building site; however, it deferred making a decision on the lease.

(Recorder's Note: This agenda order was rearranged. The City Council meeting was adjourned at 9:29 p.m.; the City Center Development Agency meeting was conducted after the City Council meeting and adjourned at 10:18 p.m.)

10. ADJOURNMENT: 10:18 p.m.

Motion by Director Woodruff, seconded by Director Wilson, to adjourn the meeting.

The motion was approved by a unanimous vote of City Center Development Agency Board members present.

Chair Dirksen	Yes
Director Buehner	Yes
Director Wilson	Yes
Director Sherwood	Yes
Director Woodruff	Yes

Attest:

Catherine Wheatley, City Recorder

Mayor, City of Tigard

Date: _____

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MEMORANDUM

TO: Honorable Mayor & City Council
FROM: Cathy Wheatley, City Recorder
RE: Three-Month Council Meeting Calendar
DATE: September 4, 2007

Agenda Item No. 4.2a.
For Agenda of September 11, 2007

Regularly scheduled Council meetings are marked with an asterisk (*).

September

11*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
18	Tuesday	Special Meeting with Tigard-Tualatin School District – 6:30 pm, Town Hall
25*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall

October

9*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
16*	Tuesday	Council Workshop Meeting – 6:30 pm, Town Hall
23*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
30	Tuesday	Fifth Tuesday Council Meeting – Tigard Water Building, 7-9 p.m.

November

6	Tuesday	Council Business Meeting – 6:30 pm, Town Hall (The business meeting was moved to the first Tuesday of November to accommodate Council attendance at the National League of Cities Conference the following week.)
20*	Tuesday	Council Workshop Meeting – 6:30 pm, Town Hall
27*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall

Tigard City Council Tentative Agenda 2007

Agenda Item No. 4.2.6
Meeting of Sept. 11, 2007

Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	September 11, 2007 Business/6:30 p.m. City Hall August 28, 2007	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	September 18, 2007 Workshop/6:30 p.m. City Hall September 4, 2007	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	September 25, 2007 Business/6:30 p.m. City Hall September 11, 2007
Study Session		Workshop Agenda		Study Session	
Updates of 8/21 Workshop Meeting-Liz. - 10 min. Update on Citywide Survey - Liz N. - 10 min. 74th Avenue/Bonita Medians -CD - Need RTS Tour of Police Holding Fac. - Chief - 10 min.		Special Joint Meeting - TTSD & Cities of Tigard and Tualatin. Invitation to attend: King City & Durham		Comm. Survey Update - Liz - 45 mins. Need RTS	
Consent Agenda		NO OTHER ITEMS WILL BE SCHEDULED		Consent Agenda	
Approve Res. To Support Application for Trans. & Growth Mgmt. Smart Development Code Assistance - Sean F./Ron B. - RES LCRB - Award Contract for Hearings Officer-Joe B.				LCRB - Award Const. Contract for 550' Zone Reservoir No. 2 & Price Park - Dennis K.	
Business Meeting				Business Meeting	
THS Student Envoy - 10 min. Tigard's 46th Birthday Remarks - Mayor Dirksen - 10 min. Proclamation - Constitution Week -Joanne B.-5 min. Annual Joint Meeting with Tri-Met - Fred Hansen - Duane 20 min Update on Metro's "New Look at Regional Choices" - Metro Councilor Hosticka - 15 min. Annual Police Dept. Update - Bill D. - 30 min.- SI Port Moody Debriefing - Phil N.. PPT - 45 min.				Proclamation: Tigard Chamber Week - Oct. 1-5 - Joanne - 5 min. Chamber of Commerce Rep. - 10 min. Comprehensive Plan Update - Darren W. - 45 min.	
Time Avail: 135 min. - Time Scheduled: 135 min. Time Left: 0 min.		Time Avail: 200 min. - Time Scheduled:0 min. Time Left: 170 min.		Time Avail: 135 min. - Time Scheduled: 60 min. Time Left: 75 min.	

Tigard City Council Tentative Agenda 2007

Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	October 9, 2007 Business/6:30 p.m. City Hall September 25, 2007	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	October 16, 2007 Workshop/6:30 p.m. City Hall October 2, 2007	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	October 23, 2007 Business/6:30 p.m. City Hall October 9, 2007
Study Session		Workshop Agenda		Study Session	
		Joint Meeting with Senior Center Board - Loreen - 30 min. - SI Joint Meeting with the Budget Committee - Bob - 30 min. - SI Enhanced Citizen Participation Update - Liz - 30 min. - SI Legislative Agenda - Liz N. - 30 min. Comprehensive Plan Update - Darren W. - 30 min.			
Consent Agenda				Consent Agenda	
LCRB- Senior Center Remodel Contract - Dennis					
Business Meeting				Business Meeting	
THS Student Envoy - 10 min. QJPH - Highland Hills Subdivision Annexation - Emily E. - 45 min.- ORD				Tualatin Resource Center Annual Update. - - Cathy W. - 10 min. SI Chamber of Commerce Rep. - 10 min. Review Downtown Fanno Creek Park Design Alternatives & Select Preferred Alternative - Phil N. - 60 min. 3rd Quarter Goal Update - Craig P. - 15 min. -SI City Bldgs. & Property Security Enhancements- Loreen M. - 20 min. - ORD Comp Plan Amendment 2007-00001 Legis. Public Hearing - Darren W. - 45 min. -ORD	
Time Avail: 135 min. - Time Scheduled: 55 min. Time Left: 80 min.		Time Avail: 200 min. - Time Scheduled: 150 min. Time Left: 50 min.		Time Avail: 135 min. - Time Scheduled: 160 min. Time Left: -25 min.	

Tigard City Council Tentative Agenda 2007

Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	October 30, 2007 5th Tuesday/7 p.m. Water Building Aud.	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	November 6, 2007 October 23, 2007	Meeting Date: Meeting Type/Time: Location: Greeter: Materials Due @ 5:	November 20, 2007 Workshop/6:30 p.m. City Hall November 6, 2007
Fifth Tuesday Meeting		Study Session		Workshop Agenda	
				Comprehensive Plan Update - Darren W. - 30 min. Insurance Funding Options - Loreen M. - PPT - 30 min.	
		Consent Agenda			
		Business Meeting			
		THS Student Envoy - 10 min. Update from the Youth Advisory Council - Liz - 15 min. - SI			
		Time Avail: 135 min. - Time Scheduled: 25 min. Time Left: 110 min.		Time Avail: 200 min. - Time Scheduled: 60 min. Time Left: 140 min.	

Agenda Item #

4.3

Meeting Date

September 11, 2007

COUNCIL AGENDA ITEM SUMMARY

City Of Tigard, Oregon

Issue/Agenda Title Resolution to Support the Downtown Design Regulation Project, and an Application for Smart Development Code Assistance from the Oregon Transportation and Growth Management Program

Prepared By: Sean Farrelly Dept Head Approval:

TC

City Mgr Approval:

Sam For CP

ISSUE BEFORE THE COUNCIL

Shall City Council approve resolution supporting the application for Smart Development Code Assistance from the Oregon Transportation and Growth Management Program, to support the Downtown design regulation project?

STAFF RECOMMENDATION

Approve resolution supporting the application for Code Assistance for the Downtown design regulation project.

KEY FACTS AND INFORMATION SUMMARY

The creation of new design regulations is critical to ensure new development is consistent with the Tigard Downtown Improvement Plan's vision of a pedestrian-oriented urban village. The joint Planning Commission/CCAC Subcommittee recommended the new design regulations incorporate a form-based code approach toward building form.

The Smart Development Code Assistance from the Oregon Transportation and Growth Management Program assists communities in updating their land use regulations to promote pedestrian, bike and transit-friendly development patterns. If our project is selected, professional consultants will be engaged to create the elevations, sections, and graphics that will illustrate development standards and expected building forms.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

Goal 2: "Continue to Support Implementation of the Downtown Plan."

ATTACHMENT LIST

Attachment 1: Resolution endorsing application for Smart Development Code Assistance from the Oregon Transportation and Growth Management Program in support of the downtown design regulation project.

FISCAL NOTES

If Code Assistance is received, other than staff support, there are no direct costs.

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 07-_____

A RESOLUTION TO SUPPORT THE DOWNTOWN DESIGN REGULATION PROJECT,
AND AN APPLICATION FOR SMART DEVELOPMENT CODE ASSISTANCE FROM THE
OREGON TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

WHEREAS, the City of Tigard is undertaking several projects to revitalize its Downtown; and

WHEREAS, the creation of new design regulations are critical to ensure new development is consistent with the Tigard Downtown Improvement Plan's vision of a pedestrian-oriented urban village; and

WHEREAS, Tigard citizens have recommended the new design regulations incorporate a form-based code approach toward building form; and

WHEREAS, participation in the Oregon Transportation and Growth Management Program Smart Development Code Assistance could result in engaging professionals to create the elevations, sections, and graphics that will illustrate development standards and expected building forms.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The City of Tigard hereby expresses its support for the Downtown design regulation project which will promote a pedestrian-oriented urban village to enhance opportunities for people to bike, walk, and use transit in Tigard, and supports the application for Smart Development Code Assistance from the Oregon Transportation and Growth Management Program.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2007.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

Items for Agenda Item No. 4.4 –

*Approve a Merit Pay Adjustment for the
City Manager*

will be available in the September 7,
2007 Council Newsletter

Agenda Item # 4.5 a.
Meeting Date September 11, 2007

LOCAL CONTRACT REVIEW BOARD AGENDA ITEM SUMMARY
City Of Tigard, Oregon

Issue/Agenda Title Contract Award for Hearings Officer Services

Prepared By: Joe Barrett Dept Head Approval: TC City Mgr Approval: Sam for CP

ISSUE BEFORE THE LOCAL CONTRACT REVIEW BOARD

Shall the Local Contract Review Board approve the award of a contract for hearings officer services to Joe Turner, Esq., AICP?

STAFF RECOMMENDATION

Staff recommends that the Local Contract Review board award the contract for hearings officer services to Joe Turner, Esq., AICP and authorize the City Manager to complete all necessary steps to execute the contract.

KEY FACTS AND INFORMATION SUMMARY

Under the City's Development Code, the Hearings Officer is listed as the review authority for certain land use applications including Conditional Use Permits and Sensitive Lands Permits for floodways and floodplains. The Hearings Officer is also the appeal authority for Type II staff decisions and would conduct hearings for expedited review processes. The City has utilized the services of a Hearings Officer since 1984.

The hearings officer services contract the City had been working under has recently expired. A formal request for proposal was issued and the City received two responses. After a review of the received proposals, Joe Turner, Esq., AICP was found by staff to best meet the needs of the City at this time. Staff is recommending a one-year agreement with Mr. Turner with four additional one-year options.

OTHER ALTERNATIVES CONSIDERED

No realistic alternatives.

CITY COUNCIL GOALS

N/A

ATTACHMENT LIST

None

FISCAL NOTES

The estimated annual expenses against the proposed contract are \$15,000, for a total of \$75,000 over the potential five-year life of the contract. The appropriations for fiscal year 2007-2008 are allocated in Current Planning's budget.

Agenda Item #
Meeting Date

5
September 11, 2007

COUNCIL AGENDA ITEM SUMMARY
City Of Tigard, Oregon

Issue/Agenda Title Tigard's 46th Birthday Remarks

Prepared By: Liz Newton Dept Head Approval: EAM City Mgr Approval: EAM for CP

ISSUE BEFORE THE COUNCIL

The City of Tigard was incorporated in September 11, 1961. In commemoration of the City's 46th birthday, Mayor Dirksen will make some remarks.

STAFF RECOMMENDATION

Information only. No action needed.

KEY FACTS AND INFORMATION SUMMARY

The City of Tigard has grown from a population of 1,084 when it was incorporated to 46,300 in 2007 – Tigard has grown in other ways too. The City is geographically larger, has more businesses and acres of parks/open spaces and greenways. What hasn't changed is the City's commitment to provide quality services to its citizens.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

N/A

ATTACHMENT LIST

N/A

FISCAL NOTES

N/A

Agenda Item #
Meeting Date

6
9/11/07

COUNCIL AGENDA ITEM SUMMARY
City Of Tigard, Oregon

Issue/Agenda Title Tigard-TriMet Annual Progress Report, 2007

Prepared By: Duane Roberts

Dept Head Approval: ECM for TC City Mgr Approval: ECM for CP

ISSUE BEFORE THE COUNCIL

TriMet General Manager, Fred Hansen, will discuss with Council progress achieved during 2007 under the Tigard-TriMet Memorandum of Understanding (MOU) for improving local transit access and service.

STAFF RECOMMENDATION

Staff Recommends Council discuss with Mr. Hansen any transit-related issues of concern.

KEY FACTS AND INFORMATION SUMMARY

In 2004, the City entered into a multi-year Memorandum of Understanding with TriMet that calls for the City and agency to work together to increase transit ridership in Tigard. The agreement sets out that this goal is to be achieved through local service and transit-related capital improvements, as well as public information activities. As part of the City-Agency relationship, TriMet General Manager Fred Hansen annually meets with Council to discuss progress under the MOU in addition to what is happening around transit issues in the region and how Tigard is affected.

Highlights for the first nine months of 2008 are that Commuter Rail construction is fully underway and on schedule for September 2008 completion. TriMet, as the rail corridor owner, has provided maximum assistance to the City in its efforts to advance two downtown improvement projects that encroach into the rail right-of-way. Major ODOT-funded Hwy 99W sidewalk improvements are in the design and right-of-way acquisition stage.

Tri-Met representatives also participated with the City and ODOT in the development of the TGM-funded Hwy 99W Corridor Study. The study recommends a number of transit-related improvements.

With regard to service improvements, lack of funds continues to be a barrier to the initiation of new service. Portland street car, Eastside light rail, and Westside commuter rail have tapped out TriMet's resource base. In addition to debt service for TriMet capital contributions, other constraints include LIFT (door-to-door para-transit for the disabled) service growth plus the high cost of diesel fuel. All contribute to limiting operating revenue and TriMet's ability to expand bus service, including to and within Tigard.

A report summarizing the results of City and TriMet coordinated efforts to enhance local transit access and service during 2007 is attached (Attachment No. 2).

OTHER ALTERNATIVES CONSIDERED

Not applicatble..

CITY COUNCIL GOALS

Transportation and Traffic, Goal No. 3, "Alternative modes of transportation are available and use is maximized."

ATTACHMENT LIST

Attachment 1: Tigard-TriMet Memorandum of Understanding

Attachment 2: Tigard-TriMet MOU Annual Progress Report, 2007

FISCAL NOTES

No fiscal impact.

MEMORANDUM OF UNDERSTANDING
DEVELOPMENT OF TIGARD ACCESS PLAN
PLANNING

Dated: October 7, 2004

Among: The Tri-County Metropolitan Transportation District of Oregon, a mass transit district organized under the laws of the State of Oregon ("TriMet")

And: The City of Tigard, a municipal corporation organized under the laws of the State of Oregon ("Tigard")

RECITALS

A. TriMet owns and operates a public mass transit system serving the Portland metropolitan area including a rail system operating from the City of Gresham to the City of Hillsboro. Together with Washington County, TriMet is currently planning to construct the Wilsonville to Beaverton Commuter Rail Project ("Commuter Rail"), a 14.7-mile commuter rail line between Beaverton Transit Center and Wilsonville.

B. Development of Commuter Rail in the Highway 217 corridor provides TriMet and Tigard with a unique opportunity to cooperatively achieve their common goals in the Tigard area (the "Area").

C. TriMet and Tigard are committed to developing a Tigard access plan (the "Access Plan") to provide for a comprehensive process that will capitalize on the regional efforts surrounding Commuter Rail, in order to improve access, leverage public and private investments, and enhance and promote mobility options in the Area.

D. This Memorandum of Understanding is intended to document the understandings of TriMet and Tigard with respect to development of the Access Plan.

UNDERSTANDINGS

1. **Development of Access Plan/Planning Coordination of Projects.** It is understood that TriMet and Tigard will meet regularly to develop the Access Plan which efforts shall entail coordination by the parties in planning for projects related to improving access to public transit in the Corridor. The particular projects selected for planning to be included in the Access Plan shall be subject to the mutual agreement of the parties. Types of projects to be included in the Access Plan may include, but not necessarily be limited to:

- Bus stop improvements
- Transit preferential improvements for buses

- Pedestrian access improvements
- Bike access improvements
- Public Information (maps, etc.)

In addition to development of the Access Plan, a final report prepared by the parties will identify longer term projects.

2. **Changes to Bus Routes:** It is understood that TriMet will examine and may implement changes to bus routes in order to improve access to public transit in the Area.

3. **Community Outreach:** It is understood that, in order to involve community members in all aspects related to the Access Plan, TriMet and the City will develop and implement a community outreach strategy targeted toward the diverse community and business members that comprise the Corridor.

4. **General Provisions:**

a. **Term:** This Memorandum of Understanding shall be in effect from December 1, 2004 through the opening of Commuter Rail, and may be extended by mutual agreement of the parties hereto.

b. **Withdrawal:** Either party may withdraw from this Memorandum of Understanding, without penalty or liability of any nature, by providing the other party to this Memorandum of Understanding with ninety (90) days prior written notice of its intent to do so.

c. **Independent Contractors; No Agency:** In connection with this Memorandum of Understanding, each party is an independent contractor for all purposes and will have no authority to bind or commit the other.

d. **No Third Party Beneficiaries:** TriMet and Tigard are the only parties to this Memorandum of Understanding, and as such are the only parties entitled to enforce its terms. Nothing in this Memorandum of Understanding gives or shall be construed to give or provide any benefit, direct, indirect or otherwise, to any third party unless such third party is expressly described by name in a modification or amendment to the Memorandum of Understanding, and such third party is intended by the parties hereto to be a beneficiary of such modification or amendment to this Memorandum of Understanding.

e. **Notices:** All notices and communications under this Memorandum of Understanding shall be directed to the representatives designated below:

For Tri-Met: Tom Mills
Tri-Met
4012 SE 17th Avenue
Portland, Oregon 97202
(503) 962-4883

For Tigard: Duane Roberts
City of Tigard
13125 SW Hall Blvd
Tigard, OR 97223
503-639-4171 ext 2444

Any notices or communications hereunder shall be in writing and deemed effective if deposited in U.S. Mail (Certified return receipt), hand delivered, or transmitted by facsimile with successful confirmation.

f. **Integration:** This MOU contains the entire agreement between the parties as to the subject matter of this MOU and the parties have no obligations except as expressly stated herein. Any waiver, consent, modification, amendment or change to the terms of this MOU must be in writing and signed by the authorized representatives of each party to be effective and binding.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding effective for the dates noted herein.

TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF
OREGON (TRIMET)

CITY OF TIGARD

By: Fred Hansen
Fred Hansen
General Manager

By: Craig Diksen
Craig Diksen
Mayor

Tigard-TriMet Annual Progress Report, 2007

Introduction and Summary

The City of Tigard's 2004 MOU with TriMet to improve transit ridership in the City calls for annual joint meetings between Council and the TriMet Executive Director. The last such meeting was held in December 2006. The present memo lays out progress achieved during the nine-month period since then. It also overviews the problems and challenges facing public transportation in the region and how these relate to Tigard's transit priorities.

Highlights are that Commuter Rail construction is fully underway and on schedule for September 2008 completion. TriMet, as the rail corridor owner, has provided maximum assistance to the City in its efforts to advance two downtown improvement projects that encroach into the rail right-of-way. Major ODOT-funded Hwy 99W sidewalk improvements are in the design and right-of-way acquisition stage. Other transit-related projects include proposed Hwy 99W intersection improvements at Hall and Greenburg. These will improve crossing safety and pedestrian access to bus stops.

With regard to service improvements, lack of funds continues to be a barrier to the initiation of new service. Portland street car, I-205/Portland Mall light rail, and Westside Commuter Rail have tapped out TriMet's resource base. In addition to debt service for TriMet capital contributions, other constraints include LIFT (door-to-door para-transit for the disabled) service growth and high cost of diesel fuel. All contribute to limiting operating revenue and TriMet's ability to expand service, including to, and within, Tigard.

Commuter Rail

Washington County Commuter Rail will use existing freight tracks to provide commuter rail service to Beaverton, Tigard, Tualatin, and Wilsonville. It is the first commuter rail line in Oregon and among a handful of suburban-to-suburban commuter lines in the county. When it opens in September 2008, it is anticipated to carry 10,000 passengers per day and to spur downtown Tigard redevelopment.

As is well known to any local area road user, Commuter Rail construction has been in full swing some months, with work occurring at any one time at various locations along the line. In the first phase of construction, approximately 14.4 miles of rail were replaced on the 14.7-mile commuter rail project.

According to recent TriMet construction updates, 10 of the 12 public railroad crossings on the project have been reconstructed. Final public intersection crossings

will be reconstructed this year. This includes the intersection at SW Bonita Street in Tigard, which will be closed for construction November 16-19.

Three of five new rail bridges have been completed. Three other bridge structures will be rehabilitated. Work on reinforcing the Tualatin River rail bridge was completed in early August of this year. Tigard station platform and parking area construction is scheduled for late 2007.

Commercial Street Improvement Projects

In the nine month period since the last Council-TriMet joint meeting, the main focus of cooperative efforts has been on obtaining rights to the land needed for both the grant-funded Commercial Street sidewalk project and for the Main/Commercial Street gateway project.

The sidewalk is needed as a safe walking route for residents of the older residential area adjacent to the City's downtown district and to promote a walkable, pedestrian-friendly downtown area. The sidewalk will improve access to bus stops on Main Street and to the Tigard Transit Center, the hub of five bus lines and future commuter rail.

As part of Downtown revitalization, the City has developed plans for a second project, a gateway, in the same vicinity as the sidewalk improvement, i.e., at the northwest corner of the Commercial/Main intersection.

The proposed alignment of the sidewalk project encroaches into a portion of the adjoining rail corridor, while the gateway project is located entirely within the corridor. Last year, TriMet acquired title to the corridor in conjunction with Commuter Rail. The transit agency has been willing to provide the City a no-cost, revocable easement for the land needed for the two City-sponsored projects. The problem the City and agency have been attempting to overcome is that the rail right-of-way in question is covered in a 1976 lease for a private parking lot. TriMet assumed the lease when it purchased the rail line and associated right-of-way from Union Pacific. Under the terms of the lease, the lessor is obligated to replace the lost parking spaces should it terminate the parking lease for a public project. During the past several months, City and TriMet staff have expended considerable time and effort in an attempt to find a solution to the problem of the parking lease. As of this writing, the City and TriMet continue to review this difficult issue to determine the best means of getting the City access to the needed land.

Obtaining access to the needed right-of-way is important to the advancement of the two projects under discussion. It also is critical to fully maintaining Tigard's credibility with the County-administered block grant program, which now has

authorized three one-year extensions to the original 2005 completion date of the sidewalk improvement.

HWY 99W Sidewalk Infill and Other Transit-Related Improvements

Since its commencement in 2004, the main focus of the Tigard-TriMet partnership has been on transit-related infrastructure and on-street amenities. So far, the former has included the installation of sidewalks and the latter has included the installation of shelters, benches, and solar lighting.

Hwy 99W is the major transit route in Tigard. The largest and most important sidewalk improvement presently underway is the ODOT-funded and managed infill of sidewalk gaps along both sides of Hwy 99W from SW 64th to Canterbury Lane. In all, the work scope includes the installation of 5,500 lineal feet, or more than one mile, of sidewalk plus the addition of sidewalk, if feasible, on one side of the Hwy 217 over-crossing, which presently includes sidewalk on one side only. A majority of the work will include upgrading asphalt to concrete. Replacement of asphalt will include access management, or the consolidating of driveways, where possible, plus the narrowing of wide open driveways. Although nonstandard, a buffer strip is not included in the sidewalk design, because to do so would be cost prohibitive and have a substantial impact on adjacent businesses.

Topographic and right-of-way survey has been underway since March of this year and is 70-80% complete. Design work will begin shortly after the survey is done, with advance plans due in early 2008. The bid let date is June 2008, with the completion of construction anticipated the same year.

The total project cost is \$654,000, with all of the funding coming from ODOT's Sidewalk Improvement Project Fund. No City in-kind or hard dollars are involved.

Intersection improvement at Hwy 99W/Hall and Greenburg, respectively funded by MSTIP and gas tax revenues, are also in the pipeline. These will provide safer pedestrian crossing.

HWY 99W Plan

As part of the 2035 Regional Transportation Plan, TriMet is analyzing the feasibility and cost effectiveness of extending high capacity transit services to Tigard on Hwy 99W. High capacity transit refers to rapid bus or light rail.

During the past year, TriMet representatives played an important role in the preparation of the Hwy 99W corridor plan. Transit-friendly improvements are a major part of this balanced, multi-modal transportation plan. The plan's emphasis is

to enhance the overall operation and capacity of the highway. Accomplishing this will improve travel time and dependability characteristics for all modes.

To improve bus travel times, the plan recommends transit bypass lanes. It also recommends specific improvements to enhance safe pedestrian access to bus stops. During development of the corridor plan, it was recognized that light rail is a long range objective. It may be more feasible to provide rapid bus service in the short to mid-range time period to serve intensifying residential and employment land uses along Highway 99W. At some future point in time, there will be adequate ridership to support light rail.

Service Improvements

Priority service improvements identified by Tigard and TriMet include the same three described in the December 2006 annual report. The major problem affecting the implementation of these improvements continues to be lack of funding to initiate new service. At the same time, all three are included in the current TriMet *Transit Investment Plan*. Their inclusion represents an agency commitment to provide the needed improvements whenever its resource base allows it to expand bus service.

1. Frequent Service on Line 76 between Beaverton-Tigard-Tualatin, including potential routing on Hall Boulevard north of Pacific Highway. This is planned to be the next Frequent Service Line. The proposed service would provide a direct connection between Tigard and the Kruse Way employment areas. Line 78 would continue to serve Greenburg Road should Line 76 be rerouted to Hall. From the City's perspective, new service on Hall is important because of the present service gap between Locust and Hwy 99W, an almost one-mile stretch of many low and moderate income apartments, including Washington Square Village, owned and managed by the non-profit housing provider Community Partners for Affordable Housing.
2. Local connections by rerouting Line 38 along Meadows and SW Bonita Road to the Tigard Transit Center and extending another line to cover SW 72nd Avenue and Sequoia Parkway. By itself, the Line 38 improvement would not increase costs to operate the route; however, SW 72nd Avenue would lose service. Extending another line between SW 72nd Avenue and the Tigard Transit Center would increase operating costs. Bonita Road service is a City priority because this road includes a concentration of low and moderate income apartments.
3. Service to the Barrows Road area. This would require an extension of an existing Line (potentially Line 92) and a corresponding increase in operating costs. The provision of this service presently is tied to the proposed extension of Murray Boulevard from Scholls Ferry to Barrows Road. The recent

completion of the SW Teal/Horizon link between Scholls Ferry and Barrows, located a few blocks west of Murray, would appear to provide another and potentially superior route for future Barrows Road service - superior because it would run along one side and serve the Progress Quarry Regional Center development. The extension of Line 92 would provide express service for commuters living in the fast growing Barrows Road-Bull Mountain west slope area.

Transit Financing

In recent years, the main story regarding bus service improvements throughout the region has been a lack of funds to initiate new service and the relative decline in available transportation funding. According to Metro transportation planners, TriMet's current and anticipated resource base allows it to operate Commuter Rail, I-205/Portland Mall light rail, and contribute to Portland Streetcar operations, but doesn't allow expansion of bus services to 2012. In a choice between rail versus bus expansion, the expansion focus is not on bus.

A May 2007 Metro memo by Andrew Cotugno on the transportation finance policy issues affecting the 2035 Regional Transportation Plan lays out the problems and challenges facing public transportation financing. This is the bigger picture that puts into policy context the bus service improvements desired by Tigard.

TRANSIT OPERATIONS

The payroll tax plus state and federal shared revenues plus the fare box is sufficient to keep pace with inflation and is sufficient to provide for operating costs of the Washington County commuter rail and the I-205 light rail. However, it is not sufficient to expand bus and rail operation at the level desired throughout the region. In addition, the rapid growth rate in LIFT service (door-to-door service for the elderly and disabled) is encroaching into TriMet's ability to expand fixed-route service. While a significant share of new light rail and streetcar system can be funded through competitive federal programs, there is no equivalent federal source to pay for on-going operations of the new lines.

CHOICES

- What funding strategies should be pursued to support increased bus and rail transit services?
- Should the region pursue general funds from the state to meet the needs of elderly and disabled citizens, relieving them of that responsibility and allowing for as greater priority fixed-route service?
- Should streetcar operations be a local responsibility or do they provide a regional service equivalent to other parts of the bus system?

LIGHT RAIL EXPANSION

The region has a strong track record in financing expansion of the light rail system with competitive federal funds at a 50-60% level. However, the local match for each corridor has been put together as a unique approach each time. Various segments of the light rail system have been funded through TriMet general obligation bonds (backed by property taxes), state lottery funds, local urban renewal funds, local general funds, TriMet's general funds, and regional federal flexible funds.

CHOICES

- Depending upon how much light rail expansion the region wants to pursue, where should the local match come from?

Conclusion

Despite the somewhat bleak financial picture painted by Metro, it is important to emphasize that, according to the same Metro analysis, modest bus service improvements are possible in the near term, and Tigard's priority list of service improvements described above would appear to fit within this category. Also important is that all of these proposed projects are included in the *Transit Investment Plan* and, as such, are TriMet priorities in addition to being City priorities. Of equal or greater importance is Commuter Rail startup a short one year from now. Commuter Rail was the original impetus for Downtown improvement efforts and continues to be key to its future revitalization as the heart of the community.

Agenda Item #
Meeting Date

7
September 11, 2007

COUNCIL AGENDA ITEM SUMMARY

City Of Tigard, Oregon

Issue/Agenda Title Presentation by Metro Councilor Hosticka on Metro Issues and Projects

Prepared By: Ron Bunch Dept Head Approval: TC/jil City Mgr Approval: EAM/for CP

ISSUE BEFORE THE COUNCIL

The matter before Council is to receive a report from Metro Councilor Hosticka on current Metro issues and projects. If desired, Council may ask questions or discuss the topics.

STAFF RECOMMENDATION

Receive Councilor Hosticka's report.

KEY FACTS AND INFORMATION SUMMARY

Metro Councilor Carl Hosticka will attend Council's September 11, 2007 meeting and give a brief presentation of 15 to 20 minutes on the following topics:

1. Metro's New Look Project and Next Steps
 - a. Investing in communities, public infrastructure, and Metro's desire to assist cities to develop their centers;
 - b. Urban and rural reserve areas;
2. Criteria-Based Approach to Growth Management;
3. Regional Transportation Plan;
4. Highlights and Successes of 2007 Regional Legislative Agenda
There will be an opportunity for City Council to ask questions and discuss these matters with Mr. Hosticka.

Each of the above issues has potential impacts for Tigard. For example, the future designation of Urban and Rural Reserves will identify areas that will, in the long term, be urbanized or remain rural resource lands. Washington County will be involved in actively planning for these areas. Some Washington County cities are uneasy about the apparent expansion of the County's role in the urbanization process. One concern is the designation of future centers in urban reserve areas. This could result in resources being diverted from the redevelopment of existing town and regional centers.

The appended issue paper provides additional detail about the above topics and possible issues that Council may wish to raise.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

Increase Tigard's involvement with Washington County, Metro, state, ODOT, TriMet, and the Federal government.

ATTACHMENT LIST

Issue Paper - Current Metro Issues and Projects.

FISCAL NOTES

N/A

Issue Paper: Metro Councilor Carl Hosticka's Presentation of Metro Issues and Projects
Council Meeting Date: September 11, 2007
Prepared by: Ron Bunch, Assistant Community Development Director
Date: August 29, 2007

INTRODUCTION

Metro Councilor Carl Hosticka will present several topics at Council's September 11, 2007, meeting. They are:

1. Metro's New Look Project and Next Steps
 - a. Investing in communities, public infrastructure, and Metro's desire to assist cities to develop their centers;
 - b. Urban and rural reserve areas;
2. Criteria-Based Approach to Growth Management;
3. Regional Transportation Plan;
4. Highlights and Successes of 2007 Regional Legislative Agenda

The following presents a brief description of each topic and possible implications for the City of Tigard. Along with each description staff raises issues/questions that Council may wish to consider when discussing the topics with Councilor Hosticka.

BACKGROUND/DISCUSSION

Investing in Communities and Public Infrastructure

This topic addresses how the region's jurisdictions can steer growth into existing commercial areas and promote vibrant mixed-use centers that use land most efficiently and provide more housing, transportation and economic development options for residents and businesses.

The region faces challenges providing for needed transportation improvements and public facilities and services to accommodate projected population and employment growth. Also, fiscal and environmental considerations require the development of communities that can be served by modes of transportation other than the single occupant automobile. Ideally, neighborhoods, employment areas, shopping districts, and other activity centers can be developed (redeveloped) into walkable, pedestrian and transit oriented environments.

Issues for Tigard: As Tigard and other cities have discovered, redevelopment of existing Town and Regional Centers and Transportation Corridors has a significantly higher initial cost than traditional suburban development on vacant lands. Under current market circumstances public subsidy is often required to make redevelopment feasible.

Metro has a role to foster collaboration between the public and private sectors to make redevelopment such as that envisioned in Tigard's downtown, possible. Creative solutions

are needed to help cities work with developers, lenders and property owners to provide critical infrastructure, reduce risk and offset added costs associated with redevelopment.

Highway 99W is an example of the region's 400 miles of transportation corridors which have the potential for redevelopment to meet future housing and employment needs. As with Centers, new tools, including public investment, will be needed to remake Highway 99W into an attractive and economically vibrant residential and commercial corridor.

It is important to stress that existing residential neighborhoods should not be targeted for new development as the region's population grows. However, some neighborhoods will experience pressure for market-driven infill based on existing zoning. Also many of single-family residential neighborhoods are adjacent to corridors and centers which will accommodate high density housing and more intense land uses. It is important that Metro and its jurisdictions realize that poorly designed infill and more intense land uses can damage neighborhoods and undermine the support for efficient/compact development. Therefore it is important that communities utilize design standards and protect trees/natural resources to ensure infill development is compatible with the character of established neighborhoods

The Shape of the Region

The "Shape of the Region" addresses how the region manages expansion of the Urban Growth Boundary in a way that protects valuable resource land but also allows for responsible growth in outlying areas.

Current state law requires that Metro expand the Urban Growth Boundary every five years to accommodate 20 year projected household and employment growth. Over the past ten - 15 years, this effort has required a disproportionate amount of Metro's resources. The Urban Growth Boundary has been expanded three times but very little new urban development has resulted due to the lack of resources to provide public facilities and transportation services and lawsuits. Furthermore, the Urban Growth Boundary does not necessarily mean that well designed, "complete communities" will result from development, or that important resources will be protected.

Metro, in order to address these concerns, worked with its regional partners and the 2007 Oregon Legislature to pass Senate Bill 1011 and House Bill 2051. These bills will affect the way that Metro plans for expansion of the Urban Growth Boundary. They focus on establishing urban and rural reserves and giving Metro a one-time break from the five-year cycle of evaluating need and expanding the Urban Growth Boundary commensurately.

Issues for Tigard: This is a responsible action to define with some certainty lands that may be urbanized within a 50-year time horizon. However, the Region must come to grips with how to pay for growth and equitably allocate costs and benefits. For example, some feel that growth should pay all of its costs and pass no or very little expense, to the general taxpayer. On the other hand, others may see their role as promoting the benefits of development through means such as Urban Renewal Districts. The region and its partners need to engage in this discussion in association with the designation of urban and rural reserves. An important element of this discussion is what kinds of revenue tools to use to pay for new

growth; and where they should be utilized – in new urban growth areas or inside existing cities to promote redevelopment.

Criteria Based Approach to Growth Management

Metro has developed an integrated approach to growth management that is based on the following core principles and policies. This approach is intended to apply specific criteria to guide growth management decisions. The four core principles are:

1. All regional growth management and investment decisions should reinforce growth in centers, corridors, and employment areas.
2. Within this framework, the region will support and facilitate, when warranted, expansions of the urban growth boundary to develop vibrant new communities and employment areas, while balancing new development with the protection of the region's agricultural industry and important natural areas.
3. This strategy should be pursued through the collaborative efforts of multiple jurisdictions
4. The policy elements listed below should be viewed as a single integrated strategy.

The six policy elements that underlie the core principles, and which are to be considered as a single integrated strategy are:

1. Focus Fiscal Resources and Taxation Tools to Stimulate Development in Centers, Corridors and Employment/Industrial Areas
2. Coordinate Growth With Neighboring Communities
3. Base UGB Expansion Decisions on Urban Performance
4. Designate and Plan Urban Reserves
5. Designate Areas That Shall Not Be Urbanized
6. Prioritize and Invest in Transportation Improvements that Support Efficient Development and Strengthen the Economy

Issues for Tigard: Tigard is now prevented from expanding its city limits by abutting unincorporated urban development. Application of these urban growth strategies over the several years this development occurred would likely have led to a different outcome, resulting in a more orderly, and well-planned urban growth area. It is important that Metro's future growth management decisions reinforce Tigard's and other cities' desire to create the most livable communities possible within existing city limits. Resources should not go to the "edge" when they would have much greater positive impact within existing cities such as Tigard.

The Regional Transportation Plan (RTP)

The RTP update is being conducted as part of Metro's New Look regional planning process, and will result in a new 2035 RTP by June 2008. Development and adoption of the updated plan will occur in two steps. The federal component of the plan will be approved by December 2007, before the current plan expires. The state component will be approved by June 2008.

A goal of this planning effort is to re-tool the current plan to better advance regional policies, public priorities and local efforts to implement the 2040 Growth Concept. The process uses an outcome-based approach to identify and prioritize transportation investments that are crucial to region's economy, and that most effectively support the land use, economic, environmental, and transportation goals embodied in the 2040 Growth Concept.

The update will also address regional, state, and federal planning requirements, issues identified in the 2005 Cost of Congestion, and recommendations from two concurrent processes to plan for freight and goods movement in the region and efficient management of the existing regional transportation system.

Metro's integrated policy management statement pertaining to the RTP states that:

- The updated Regional Transportation Plan should reinforce the integration of land use and transportation planning, and support development in centers, corridors and employment areas.
- This integration is a critical factor in the strategic selection of transportation projects and can reduce the need for costly facilities while improving outcomes for both transportation and community development.
- In recognition of current funding realities, the updated RTP should focus on the transportation investments that are the most strategic, cost-effective, and important from the standpoints of economic development and regional livability.

Metro is now midway through the RTP Update process. The following are the last three phases to be completed:

- Phase 4: Public review and adoption process for federal component (October 2007 - March 2008)
- Phase 5: System development and policy analysis of state component (January - April 2008)
- Phase 6: Public review and adoption process for state (and federal) component (April - June 2008)

Issues for Tigard: Tigard staff has participated in the RTP update process. The city has recently participated with other jurisdictions through the Washington County Transportation

Coordinating Committee to submit projects to be considered for inclusion in the updated RTP. The principles espoused by the RTP process would benefit Tigard and other existing cities by focusing improvements to promote the development/redevelopment of existing centers and corridors. Of special interest for Tigard is funding of future transportation improvements to benefit Highway 99W Corridor, Washington Square Regional Center; the downtown, and the Tigard Triangle

Highlights and Successes of the 2007 Regional Legislative Agenda

The Oregon Legislature approved two bills, Senate Bill 1011 and House Bill 2051 that will affect the way Metro plans for expansion of the Urban Growth Boundary. The governor has signed both bills.

Senate Bill 1011 is a measure that enables Metro and local counties to designate land reserves that determine where the region will, and will not, accommodate population and employment growth over the next 40 to 50 years. A companion measure, House Bill 2051 grants Metro a one time, two-year extension of the current statutory requirement to undertake a five-year review and possible expansion of the UGB. The extension provides the time needed to do the work called for in Senate Bill 1011.

The bill directs the Oregon Department of Land Conservation and Development to adopt administrative rules that allow Metro and local counties to designate Urban and Rural Reserve Areas outside the current Urban Growth Boundary. Urban reserves are expected to accommodate growth over a 40 to 50 year horizon, and would be considered first when additional land needs to be brought into the UGB to accommodate projected growth. Rural reserves would consist of lands that are critical to the agricultural economy and to the protection of important natural resources. Rural reserves would be protected from urbanization for the same 40 to 50 year period. Neither rural reserves nor urban reserves can be established unless Metro and the region's counties enter into agreements about both.

Issues for Tigard: Some local jurisdictions are concerned about the potential role that counties will play in future urbanization decisions. It is felt that cities are the best places for urban growth to occur. Currently both Washington and Clackamas counties have substantial areas of unincorporated urban land. Some would like to see a commitment made that future urban growth occur only within city boundaries instead of within unincorporated areas. Other concerns have been expressed that the creation of rural reserves might result in the new urban development that would draw resources away from existing communities and their respective Centers.

Each of the above issues has potential impacts for Tigard. For example, the future designation of Urban and Rural Reserves will identify areas that will in the long term be urbanized or remain rural resource lands. Washington County will be involved in actively planning for these areas. Some Washington County cities are uneasy about the apparent expansion of the County's role in the urbanization process. One concern is the designation of future centers in new urban reserve areas. This could result in resources being diverted from the redevelopment of existing town and regional centers.

Agenda Item #
Meeting Date

8
September 11, 2007

COUNCIL AGENDA ITEM SUMMARY
City Of Tigard, Oregon

Issue/Agenda Title Annual Police Report

Prepared By: Chief Bill Dickinson Dept Head Approval: WMP City Mgr Approval: _____

ISSUE BEFORE THE COUNCIL

Presentation to City Council by Chief Dickinson providing the annual update on crime trends and Department initiatives.

STAFF RECOMMENDATION

Receive report.

KEY FACTS AND INFORMATION SUMMARY

Tigard Municipal Code (TMC) 2.30.050 requires that "The Chief of Police shall provide for an annual public review and evaluation of all Department goals and objectives, and progress made toward their achievement." In addition to reviewing crime trends and Department accomplishments and initiatives, the Chief will discuss how the Police Department is dealing with the forces of change at work in law enforcement and how the Department is facilitating change to meet evolving needs.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

Addresses the work items referred to in the 2007 City Council goals that would foster and create enhanced public safety.

ATTACHMENT LIST

None

FISCAL NOTES

N/A

Agenda Item #

Meeting Date

9
September 11, 2007

COUNCIL AGENDA ITEM SUMMARY

City Of Tigard, Oregon

Issue/Agenda Title Port Moody Trip Debriefing

Prepared By: Phil Nachbar Dept Head Approval: TL/EM City Mgr Approval: EM for CP

ISSUE BEFORE THE COUNCIL

Debriefing of Port Moody trip to discuss important lessons or ideas applicable to Tigard's Downtown revitalization effort.

STAFF RECOMMENDATION

Review and discuss ideas presented by trip participants.

KEY FACTS AND INFORMATION SUMMARY

With direction from City Council, a trip to Port Moody, B.C. was organized as a follow-up trip to a previous METRO-sponsored trip in early June to Vancouver, B.C. and surrounding towns. Two members of Council participated in the first trip and felt that the community of Port Moody was both attractive and an example of how small towns can include higher density residential areas. Tigard faces similar concerns as it considers its vision for Downtown; what kind of place does the community want to create to draw its residents to its Downtown and make it a desirable place to live and work.

Of particular importance, as the City moves forward with redevelopment projects and new land use regulations for Downtown, is a commonly accepted vision. A "common vision" might include such considerations as density of housing, open space, character of streets and design guidelines. By establishing a common understanding of what the community wants to see for Downtown, the City will have a clearer concept for both projects and supporting land use regulations and design guidelines.

Individuals who went on the trip to Port Moody with the Council have been invited to participate with Council in the debriefing. The attached "Summary of Port Moody, B.C. Trip" prepared by Ron Bunch is attached to provide a basis for the group discussion.

OTHER ALTERNATIVES CONSIDERED

None

CITY COUNCIL GOALS

A key Council goal for 2007 is to promote community fabric in the Downtown. The trip to Port Moody was one way to begin a community understanding of this.

ATTACHMENT LIST

Attachment #1: Summary of Port Moody (Ron Bunch)

FISCAL NOTES

None

Summary of Port Moody, B.C. Trip
July 26 - 27
Ron Bunch

1. Leadership by City Council and City staff is essential.
2. Strategic and Comprehensive Planning should be compatible with complete community principles.
3. It is important that the City's Comprehensive and Strategic Planning efforts be coordinated.
4. Cultural and creative expressions have economic value. Cultural and creative values should be expressed within the City's economic development objectives.
5. Community identity and a sense of place are important. Differentiate your city from others in the region.
6. Meaningfully involve citizens in the City's "vision for the future." This includes update and refinement of the City's comprehensive plan and strategic plans. The public consultation process is important. Cultivate the audience to hear the message.
7. Citizen leadership and civic capacity are important to carry forward the community's vision and its commitment for a high quality of community life.
8. It is important that there be widespread public education about land use, transportation, development/growth management, and economic realities.
9. Open-space, parks, green spaces, recreation, and cultural expression are all important for livability. Port Moody has a substantial amount of publicly owned forestland and the highest parks and open-space ratios per capita in the Vancouver B.C. region.
10. People live in certain communities because they are attracted to amenities. People accept density if there are amenities, including accessible open-space, parks, and recreation opportunities.
11. The market drives urban form, including density. Only recently did the market exist for high density in Port Moody. Part of the reason is a cultural shift in demographics. A well off, professional class of immigrants is part of the reason.
12. Port Moody offers a small-town feel and character even though it is quite dense (1200 people/sq. km).
13. Land use approval of development projects occurs through a "land use contract" to receive the appropriate zoning designation.

14. Port Moody was able to attract high quality developers. Market conditions enabled this to occur.
15. Deal with developers that accept and will be partners in implementing the community's vision.
16. High quality urban design and architecture is important. Developers should have a track record of building high-quality projects
17. Multi-story development requires land use regulations that address air rights and stratified building ownership models.
18. A "community amenity fee" is charged to a new commercial development.
19. Affordable housing is an issue throughout the Vancouver B.C. region.
20. Urbanization is a partnership between developers and the community. Community decision-makers should ask the question, is the City's overall interest furthered by approval of a specific development proposal?
21. Teamwork, understanding, and acceptance of the City's vision must be accepted at all levels within the organization and its political structure.
22. Develop a community that provides an environment for the whole human life-cycle.
23. Be prepared to make the most of opportunities. It takes time to strategically position a community to take advantage of opportunities. When they come, do not let them pass by.
24. The Vancouver B.C. region has a different regulatory climate than Portland. Land use regulations are more accepted and local governments exert a high level of control.
25. Enforcement of municipal codes and standards is important. Port Moody requires enforceable codes, covenants and restrictions as part of land use approval.